

To-day's
Advertisements.GOVERNMENT NOTIFICATION.
No. 33.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 12th day of February, 1900, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 27th January, 1900. [148b]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 12th day of February, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Wanchai Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Regulatory No.	Locality.	Boundary Measurements.	Area in Acres.	Annual Rent.	Upset Price.
1	100	Wanchai Road.	12.5 ft. by 12.5 ft.	1.5625	15	1,875

GOVERNMENT NOTIFICATION.
No. 34.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 12th day of February, 1900, at 3.15 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 27th January, 1900. [149b]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 12th day of February, 1900, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Regulatory No.	Locality.	Boundary Measurements.	Area in Acres.	Annual Rent.	Upset Price.
2	101	Queen's Road East.	50 ft. by 40 ft.	2.0833	18	2,500

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on WEDNESDAY, the 7th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 5th February, 1900. [150b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"SHANSI,"

Captain Carnaghan, will be despatched as above on THURSDAY, the 8th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th February, 1900. [147b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KARACHI, ADEN, SUZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"TRIESTE,"

Captain A. Mitis, will be despatched as above on FRIDAY, the 9th instant.

Silk and Valuables are shipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 5th February, 1900. [144b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA.

THE Company's Steamship

"HANGCHOW,"

Captain Pearce, will be despatched as above on MONDAY, the 12th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th February, 1900. [150b]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ABERGELDIE,"

FROM PORTLAND, OR, YOKOHAMA, KOBE AND MOI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 5th February, 1900. [14]

To-day's
Advertisements.JUBILEE LODGE
OF INSTRUCTION.

THE REGULAR MEETING of the above Lodge will be held in the FREEMASONS' HALL, Zealand Street, TO-NIGHT, the 5th instant, at 8 for 8.30 p.m. precisely. When a paper will be read by Wor. Bro. G. J. W. KING, P.D.G.R. "On Freemasonry and Friendly Societies." Visiting Brethren M.M. are cordially invited to attend.

Hongkong, 5th February, 1900. [134b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, TAIWANFOO AND TAKAO.

THE Company's Steamship

"KEELUNG MARU,"

Captain S. Nagato, will be despatched for the above Ports, on THURSDAY, the 8th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th February, 1900. [146b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th February, 1900. [145b]

NOTICES TO CORRESPONDENTS.

IT is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor. Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but a guarantee of good faith. While the columns of the Hongkong Telegraph will always be open to the fair discussion of all questions affecting the public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are required to forward all notices intended for insertion in that day's issue not later than Three o'clock p.m. as not to retard the early publication of the paper. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. The Hongkong Telegraph is the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

Intimations.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiors will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [1493]

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

These CLARETS are bought direct from the leading French growers.

The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAPITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

Hongkong, 5th February, 1900. [14]

BRETT: MORTIMER. John's Cathedral, Hongkong, by the Rev. F. Flynn, R.N., on Saturday, the 3rd February, 1900, CHARLES WALTER BRETT, eldest son of the late W. Brett of Guildford, Surrey, to Eya MORTIMER, daughter of H. W. Mortimer, Portsmouth Dock-yard. [145b]

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 5, 1900.

REUTER'S TELEGRAMS.

THE WAR.

Natal.

London, February 2nd.

Reuter's Correspondent at Spierman's, 30th January, says that Col. Dundonald had reconnoitred that day as far as Mengerspoort, above Pritchard's Drift and saw nothing of the enemy.

LATER.

THE INDIAN FAMINE.

The famine in India is becoming more acute and 33 millions are now receiving relief.

THE WAR.

No Indian Troops.

Mr. Balfour in the House of Commons said it was not intended to employ Indian troops in South Africa.

General Buller.

London, February 3rd.

A fresh movement on the part of General Buller is believed to be imminent if not already begun. All accounts say that the spirit of the troops is splendid.

General French.

General French is at Capetown consulting with General Roberts.

General Methuen.

Methuen's Command is being rapidly reinforced.

THE DEBATE ON THE ADDRESS.

In the debate on the Address Mr. Goschen said the Admiralty had been able to assist the Army without depleting the Navy and that the drainage of troops from the country required the Navy to watch with greater vigilance.

THE FRENCH SETTLEMENT IN SHANGHAI.

A French Yellow Book shows that England, on the 25th December suddenly withdrew her determined opposition against the extension of the French Settlement in Shanghai.

WEATHER REPORT.

The Observatory report says:—

On the 4th at 11.55 a.m. the barometer has risen considerably on the China coast. Pressure remains high over China, and the low area has probably reached E. Japan. Gradients moderate to rather steep, with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Fresh N. to N.E. winds; dull, some drizzling rain.

On the 5th at 11.55 a.m. the barometer has risen on the China coast, fallen in the extreme North. The high pressure area seems to be central over Mid-China, and pressure remains low in the N.E. part of the Sea of Japan. Gradients moderate to steep, with very strong monsoon on the coast and heavy monsoon in the N. part of the China Sea. FORECAST:—Fresh N. winds; dull.

LOCAL AND GENERAL.

H.M.S. *Barfleur* left this morning for Weihai.

TENDERS for repairs to the Post Office launch are asked for in the *Gazette*.

In case of Mat Salleh getting away, and giving further trouble to the police force in Sandakan, H.M.S. *Linnet* has been ordered there from Singapore.

Owing to the docking of the German mail steamer *Sachsen*, her departure has been altered to Thursday next. The hour of sailing will be known later on.

THE report the Director of the Observatory to 1899 is published in the *Gazette*. We congratulate the Observatory Officials upon the very prompt manner in which this lengthy report has been issued.

AN exceedingly useful invention for shutting railway carriage doors has been tried near London. The apparatus enables the guard to close and, if necessary, lock all the doors of a train by simply turning a handle in his van. Compressed air is the agent employed.

THE return of cases of communicable disease notified as occurring in the Colony during the week ended 3rd inst. shows:—Diphtheria, five cases; three deaths; diphtheria, one case, from H.M.S. *Orlando*; enteric fever, two cases, one imported from Manila; small-pox, one case, fatal.

THE most extraordinary forest in the world occupies a table-land some six miles in width, near the west coast of Africa. The peculiarity of the trees is that, though their trunks are four feet in diameter, they attain the height of one foot. No tree bears more than two leaves, and these attain a breadth of two feet.

It is notified in the *Gazette* that parcels for the Straits Settlements, Johore and the Federated Malay States will be accepted at the Post Office at the following rates:—

Up to 3 lbs. \$0.50

3 lbs. to 7 lbs. 1.00

7 lbs. to 11 lbs. 1.50

The limit of measurement is 3 ft. 6 in. in length or 6 ft. in length and girth combined.

PLUCKY ARREST.

Last night at 7.30 a party of English and American bluejackets were drinking at the "Land We Live In" Hotel. Presently a fight ensued between James Grier, a fireman on board the U. S. *Brooklyn*, and a British jacket and an adjutant was made to the street. P.C. William Bond, seeing the disturbance attempted to part the combatants but was set upon by seven or eight of the sailors standing round, while Grier caught him by the throat. Bond blew his whistle and an European and some Indian constables came up to assist and between them they arrested Grier and John Hallwood, seaman of H.M.S. *Centurion*. On the way to the Station an attempt was made to rescue Grier but Hallwood manfully to his prisoner, though obliged to use his truncheon. This morning at the Magistracy Grier was fined \$20 and Hallwood, after being cautioned, was discharged.

FOOTBALL.

HONGKONG ENGINEERS v. 38TH CO., S.D., R.A. Last Saturday afternoon, at the Happy Valley, in the second round of the Shield Competition the Hongkong Engineers met the 38th Co., Southern Division R.A. The Engineers were the favourites at the commencement of the game which position they retained throughout. The team lined up as under:

HONGKONG ENGINEERS.

(Goal.)

G. Moore.

(Backs.)

Lapsley, Dyer.

(Halfbacks.)

Ritchie, Wilson, Tuohy.

(Forwards.)

Duncan, Smillie, McGuire, Noble, Blades.

Harris, Frost, Siles, Milne, P. Bell.

(Forwards.)

Richardson, Kelly, Gidman.

(Halfbacks.)

Wilson, P. S. Bell.

(Backs.)

Murphy.

(Goal.)

Referee—Mr. Browne.

The Engineers took the kick off and pressed strongly against their opponents' goal, being only prevented from scoring by Murphy giving a corner. The Gunners then took up the attack but were kept in check by Ritchie, who was playing in fine form, in fact the Engineers showed decidedly the best form, their backs offering an impenetrable defense, while their forwards were constantly attacking. From a beautifully placed corner by Duncan, Blades was enabled to rush the ball into the net, so scoring the first goal for the civilians. On resuming play the R. A.'s immediately assumed the offensive giving Ritchie, Lapsley and Dyer plenty of work to keep them at a safe distance and presently the ball passed into the Gunners' twenty five and Blades received it from McGuire, and made a splendid attempt at goal, but unfortunately hit the bar. McGuire shortly afterwards made a shot for goal which went just over, the Gunners were kept constantly defending and only once before half time were able to get the "feather" anywhere near the Engineers' goal. McGuire, Smillie and Noble playing a fine combination game.

Hongkong Engineers' goals.

38th Co. S.D. R.A. nil.

At the restart the game lagged for a few minutes, being up and down the field until the Engineers broke away and McGuire receiving the ball did not find any difficulty in placing it between the posts.

The play after this was constantly in the Gunners' territory and but for the poorness of the Engineers' shooting more goals would have been made against them. Occasionally, however, they rallied and pressed forward hard, Moore being called upon to save his goal more than once. At while before the score was:

Hongkong Engineers' goals.

38th Co. S.D. R.A. nil.

The game throughout was an excellent one both sides playing a sportsmanlike game, which is most pleasant to see. They both played hard and well and undoubtedly the better team won but hardly by as many goals as they ought to have done. It is to be hoped that McGuire, who is expected shortly to leave Hongkong, will be here when the final is played, as without detracting praise from the other members of the team he is one of their best men. In fact, we might almost say he plays the "best forward" game in the Colony, and so would be a great loss to any team. Lapsley played well, he improved with every game and with a little more experience will be able to take his place in any representative team the Colony may wish to put into the field.

THE BASEBALL GAME.

An American correspondent writes:—

There being no American criticism of the baseball game recently played for the benefit of the Widow's and Orphan's Fund, I beg you will publish in your columns, the following:—

AN AMERICAN CRITICISM ON THE

BASEBALL GAME.

It is hardly possible for anyone unfamiliar with the game to appreciate its finest points. This fact constantly in view it was endeavored to play such a game of baseball here, as would be most interesting to the people of Hongkong and yet show them America's national sport to best advantage.

"Bating" to the average spectator, is probably the prettiest part of the game; the "fielding" or clean handling of the ball when "batted" by an opposing player, the most difficult to appreciate. The "bating" on Thursday was much above that of the average amateur game in America, and that of Richardson and McCormack was especially fine, while that of the others, though not so brilliant, was of excellent character.

A "hit" is a ball so batted as to go clear of the players of the opposing side and I think even to the unused eye of your friends, it was apparent that many balls were batted clear and sharp away from the opposing team. The long "hits" were very pretty and quite numerous, there being no less than four clear "home runs"—the longest "hits" possible—made on one side alone.

If we say the "fielding" was excellent, we shall not too well express the efficiency with which all the players handled the ball; it was far above what could have been expected.

The "pitchers" and "catchers" were the weakest points but reasonably so because they must needs have the most practice to become proficient in their part of the game.

The game was very evenly contested throughout and even among the players themselves there was that delightful state of uncertainty which makes the game often won or lost in the very last moment—and accounts for the intense interest everyone, players and spectators alike, takes in our great national sport.

No little credit for the arrangements is due to Paymaster Dolery of the U. S. gunboat *Whiting*, who worked untiringly and to the great satisfaction of all.

A PRETTY WEDDING.

Last Saturday afternoon a very pretty wedding took place at St. John's Cathedral, the contracting parties being Sanitary Inspector W. C. Brett, and Miss Eva Mortimer. The Rev. F. Flynn, R.N., officiated. Mr. W. Turner acted as best-man assisted by Master E. Brett, nephew of the bridegroom, Miss Lamborne and Miss Kitty Moore performing the same service to the bride, who looked sweetly pretty in her white satin dress with her hair crowned with orange blossoms. Mr. Brett (jun.) gave the bride away. Showers of rice greeted the happy pairs as they emerged from the Cathedral and entered the carriage to which some wag had attached three old Chinese shoes for luck. The reception was held at Mr. Brett's house, No. 6 Morrison Hill Road, after which the newly married pair took ship to their own residence at Yumai, their friends wishing them "God speed" by firing a *feu de joie* of crackers.

KIUNGCHOW.

In his consular report on the Trade of Kiungchow for the year 1898 by Mr. O'Brien Butler says:

TOTAL VALUE OF TRADE.

The net total value of the trade of the port in 1898, so far as it came under the cognizance of the Foreign Customs was \$55,751, 25. 10d. being \$34,153, 02. 9d. or about 61 per cent, more than that of the year before.

IMPORTS.

The total imports of foreign goods amounted to \$285,173, 50. 2d. and of native produce to \$951, 175. 2d. Foreign goods were re-exported to the value of \$664, 53. 9d. thus leaving \$284,508 195. 11d. as the net value of the foreign imports. No native produce was re-exported. Native produce of local origin was exported to the value of \$24,290 55. 9d. of which \$23,023 25. 11d. worth went abroad, and \$2,267 25. 10d. worth to Chinese treaty ports.

VALUE OF TRADE WITH HONGKONG.

No less than 95 per cent. of the whole trade was with Hongkong the value of the imports from and the exports to, that colony being \$274,682, 175. 2d. and \$228,727, 175. 2d. respectively.

WITH ALL OTHER PLACES.

The trade with all other places both treaty ports and foreign countries and possessions only amounted to \$23,463 195. 11d. the imports being \$11,237, 55. 8d. and the exports \$12,226, 145. 3d.

TRADE WITH KWANGCHOW BAY.

A name which appears now for the first time in the history of the trade

that the mills will be laid from Port Arthur to Moulouk by the end of the October or beginning of November of the present year. A branch line runs from this port (the terminus is nearly three miles from the port) eastwards to a place called Ta-shih-chia some 17 miles distant and on the trunk line of the southern section of the railway, and railway materials are brought here by a steamer, carried along the branch line and distributed north and south from Ta-shih-chia. A number of rock cuttings have to be made on the selected track in the south of the peninsula and as soon as the line from Port Arthur to Moulouk is completed the materials will be forwarded over this line direct from Port Arthur. From Moulouk the line will run northwards past Tich-ling, Kai-yuan, Chang-fu and Feng-hua (Hsien and Chang-chien fu (Kuan-cheng-tu), and follow the winter road to Shuang-cheng Ping and the right bank of the Sung-hua-chiang or Sungari to the south of Hulan. The eastern section from Vladivostok which crosses the Manchurian frontier at San-chi-kou will pass a few miles to the north of Ninguta goes westward to Yi-mien-p'o and north-west to A-shih-ho leaving that town on its left and join the southern section on the right bank of the Sungari. The junction is really effected at a place called Hsueh-shih (Harbin) some six miles to the south of the river. Railway materials are being landed on the Sungari, and work is being pushed forward along the eastern section as well as southwards to Kian Ching-tzu. The Sungari has to be bridged, near the junction and the track will then pass Hulan, Tsai-tai-har and cross the Hsing-an range and the Argun River to Nerdensk. It is expected that all these lines will be completed in less than four years. The port of Newchang is situated on the left bank of the Liao River and is the terminus of the Russian Manchurian Railway and a little to the west of the port is the terminus of the Shan-hai-kwan, Newchang railway which is financed by the Hongkong and Shanghai Banking Corporation. The terminus of the two railways are about four miles apart and well within sight of each other. At the present time rails are laid in the Shan-hai-kwan-Newchang line as far as Chin Chou fu and the earth works from the latter place are practically completed, and it is expected that rails will be laid to Newchang and communication with Peking by January 1st 1900. Kout-ping-tai a place 16 miles to the north of this port will be the junction of the extension to Tsien-min-Ting a distance of 68 miles. The Tachien River, 20 miles north by east of Chien-Chou, has to be crossed by a bridge, 1,000 yards in length.

RAILWAYS AND TRADE.
The question is being asked here what effect will these railways have upon the trade of Manchuria and on the port of Newchang? To my mind the answer is that they will bring about an enormous development of the trade of Manchuria provided differential taxation and preferential railway rates are not allowed to strangle its growth. That the railways will afford cheap and speedy transport for the agricultural labour annually required in the interior of Manchuria, and tend to a steady settlement of the country and to its consequent prosperity and wealth will not be doubted by any one acquainted with the conditions under which individuals and whole families at present proceed into the interior to till soil and reap. They will end the painful sight of men, women and children, footsore and weary, struggling day after day to accomplish 20 of the several 100 miles they have undertaken to complete in search of bread. They will put a stop to much misery and suffering.

WAR NEWS BY WIRE.

(From Our Exchanges.)

Transport Movements.

LONDON, January 18th.
The steamship *Pindar*, with two companies of Mounted Infantry and remounts, and the *Arcturion*, with the 1st East Lancashire and the 2nd South Wales Borderers, sailed for the Cape on Saturday.

The *Glenn Garrison* from Malta meets the *City of Rome* at Gibraltar; and embarks there for South Africa.

The *Avoca*, the *Harlech Castle*, the *Dunottar Castle*, and the *Clan Ronald*, have arrived at Durban; and the *Clan MacArthur* at Cape Town.

The *Pavonia*, with 80 wounded, including Major Dashwood and Earle, has arrived at Southampton.

The *Myosotis* has left Cape Town with 170 wounded, including General Featherstonhaugh, Major Hamilton, and Mr. Knight, the war correspondent.

Lord Dundonald's Action.

LONDON, January 19th.
Lord Dundonald attacked the Boer position of Acton Holmes yesterday afternoon. General Warren reinforced him with the 1st Dragoons. Lord Dundonald occupied the kopjes after a fight in which the Boer Commandant and twenty of his followers were killed. Fifteen Boers were captured. The British loss was two killed and two wounded.

On Thursday night a portion of General Lytton's brigade advanced on level ground towards the Boer position, exchanging shots. The Boers galloped away from Colenso; taking up positions on the kopjes.

Ladysmith.

LONDON, January 18th.
Latest accounts from the seat of war state that Colenso is strongly held.

Lord Dundonald left Fere Camp early on Wednesday and occupied Springfield Bridge, dominating Potgieter's Drift. The greatest precautions were taken, and the enemy's bands who had hitherto been overrunning the country were completely surprised. Many were watering their horses in the river.

Lord Dundonald hastily entrenched himself, and a column of Infantry followed, taking up a position commanding the ferry.

From Zwart's Kop scouts were thrown across the river; and Lieutenant Carlyle, with five South African Light Horse, swam over, bringing the pont (ferry) back.

A howitzer Battery crossed during the night; and a daybreak General Lytton's brigade followed with more howitzers.

The river was swollen, and the waggon were covered but the pont works were destroyed. The Naval Brigade, of position on Mount Alice shelled the Boer trenches, which extended five miles northwards of the Drift, but the enemy declined an engagement. With the open country in their rear, they are strongly entrenched in a thick plantation surrounding Vhincrofontein Farm House.

Simultaneously, General Warren's entire division crossed Waggon Drift, and the Boers on Tich's Drift six miles westwards, under a brisk fire from the Boers, who held a position five miles away, parallel to the river, and centring on Springfield.

The Engineers are erecting bridges and repairing the telegraph, and a strong combination of developing successfully.

The *Standard* correspondent, describing the attack on Ladysmith on the 6th January, says

the Boers' objective was Colenso's Camp, on the other side of which is a rocky ravine. The camp is thus divided from the other British position, and, if taken, would bring the town within rifle range.

The Boer Position.

LONDON, January 18th.
A message received from Spearman's Farm at 9-45 last night stated that a combined movement was then being developed. The Boer position was very strong, and ran parallel with the river.

LONDON, January 18th.
From Spearman's Farm, Wednesday night. Late on Wednesday Lord Dundonald, with his Cavalry Brigade, marched from Fere; and occupies a strong position dominating Potgieter's Drift. He strengthened his position, and a column of Infantry subsequently followed. This morning General Lytton's Brigade, with howitzers, crossed. The howitzers and naval guns took up a position on Mount Alice, and bombarded the Boer position five miles to the north all day. There was no reply. Simultaneously General Warren's division crossed six miles higher. The combined movement continues to develop satisfactorily.

The Colonials.

On Tuesday last a party of the New South Wales Contingent was ambushed by the enemy near Colenso, and a desperate fight ensued. The Colonials fought splendidly. They lost two killed and fourteen prisoners, mostly all of them wounded. Three of the New South Wales cut their way through and escaped.

Mafeking.

The bombardment of Mafeking still continues; but the enemy have made very little progress, and Colonel Baden-Powell is still in a position of confidence as ever. On the 3rd instant the Boers deliberately shelled the women's laager, and killed a little girl, aged eight years, and two other children. The indignation among the garrison is intense.

Stormberg.

From Sterkstroom a message has been received that the authorities have completely exterminated the gauc-Morjan, who led General Gatacre's force in the night attack on Stormberg.

The Action Holmes Action.

LONDON, 19th January.
Lord Dundonald, with a force of mounted troops, encountered a Boer force on Wednesday afternoon to the West of Acton Holmes. He was reinforced by General Warren at 7 o'clock in the evening by a detachment of Dragoons. Lord Dundonald occupied the kopjes after the fight, and now holds the position. The Boer losses were a Field Cornet and twenty men killed and wounded, and fifteen taken prisoners. The English loss was Lieutenant Shaw, of the Imperial Light Horse, wounded, and two privates killed and one wounded.

Speech by the Home Secretary.

LONDON, January 19th.
Sir Matthew White Ridley, speaking at Liverpool yesterday, said that Her Majesty's Ministers shared the full responsibility, and they have been united from the beginning, of the Transvaal crisis. He added that, when the time came, their defence will be found adequate with regard to the war. The Home Secretary said that all the Generals in the field had the confidence of the country, as well as that of the Government.

BY THE MAIL.

[From Home Papers.]

Charge Against A Naval Officer.

First Lieutenant Morris Thomson, of the guardship *Australia*, was tried by court-martial on board the *Victory* on 4th ult. on a charge of drunkenness. He pleaded *infirmitas* in extenuation. He was adjudged to lose six months' seniority in rank and was dismissed his ship.

The Empire's Invalids.

Sir Richard Tangey, says the *Daily News*, placed a considerable portion of his Cornish residence (Glendorgal, Newquay) at the disposal of the War Office, and has offered to take five wounded or sick convalescents there, and to allow them sufficient money to provide for their sustenance, and a cook to wait upon them.

Sudden Death of Rear-Admiral Darwin.

Rear-Admiral Darwin died suddenly on 1st January at Buxton. The deceased entered the navy in 1858, and only retired last July. He served in the *Satellite* against pirates on the east coast of the Malay peninsula and in the Nicobar expedition in 1867. During the Abyssinian war he superintended the water supply from the condensing ships in Annesley Bay.

Alarming Explosion at Faversham.

Great commotion was caused at Faversham shortly after noon on 1st January by the report of an explosion in the direction of the powder works of Messrs. Curtis and Harvey (Limited). It was ascertained that a charge had exploded, and that one of the buildings had been blown to pieces. Fortunately the workmen were away at their dinner, or serious loss of life must have resulted.

Submission of the Leicester Guardians.

The Leicester Poor Law Guardians, yielding to the orders of the High Court, recently appointed a vaccination officer, but the Local Government Board, before assenting to the appointment, required that the new officer should give a written assurance of readiness to carry out his duties. This has been forthcoming, and the appointment was approved by the Board.

Sea Transport of Horses.

Some discussion has been taking place in *The Times* with regard to the question of the sea transport of horses. Mr. Edward Bruton in a short letter refers to his experience in 1860, when he was ordered to take horses from Bombay to Hongkong for the Armstrong guns that were sent from England. He lost one, from lung disease, but the rest were landed, as the general officer commanding the artillery was pleased to report in his despatch, "in first-rate order and condition."

A Rendezvous for Anglophobes.

As an illuminating example of the Anglophobe spirit, which dominates a certain class of Frenchmen just now, one might quote the following advertisement appearing in a Parisian paper of local circulation.

CAFE ANTI-ANGLAIS.

Under the management of Ch. Schroeder. Luxembourg avenue de la Gare. English people will not be served.

The New Royal Yacht.

The new royal yacht *Victoria and Albert* which was to have been docked at Pembroke on the 4th ult., met with a serious accident. She keeled over while being floated, and, owing to the jamming of the caisson at the dock entrance, the water could not be kept in the dock, and vessel settled down in a position in which much damage has been done to her bottom, coal bunkers and bulkheads, and her engines have been stained.

The German Emperor and his Army.

BERLIN, 1st January.
At the New Year's parade of the troops at the Ordinance House to-day the Emperor delivered the following address to the officers of the Berlin garrison: "The first day of the new century sees our army, in other words, our people in arms, gathered around the standards kneeling before the Lord of Hosts. And verily if any one has a special reason this day for bowing down before God it is our army. A glance at our standards suffices an explanation, for they are the emblem of our history. In what condition did the past century at its dawn find our army? The glorious army of Frederick the Great had slept upon its laurels."

Balloon Hit by a Shell.

One day, at the beginning of November, the war balloon at Ladysmith was hit by one of the enemy's shells. The Hous had, says the correspondent of the *Morning Leader*, expended a deal of ammunition when they got it on the sky-line of the hill behind the hollow from which it was sent up. Now they had their hearts' desire. Lieutenant-Colonel Sir Henry Rawlinson, of the head-quarters staff, was aloft making a reconnaissance when a shell fell clean through the balloon and burst some distance beyond. Had it exploded whilst traversing the gas bag it would have been good-bye for ever; as it was, the balloon sank to the earth without any exhibition of undue haste. The next time it ascended a black patch showed where the damage occurred, and that was all.

The Article Club.

The monthly dinner and debate of the Article Club, held on the 3rd ult. at the Trocadero Restaurant, was attended by a large and influential company, including His Excellency Sir Chi Chien-Lofengluh, K.C.M.G., the Chinese Minister. There was a strong Imperialistic ring in the speeches that were made on the subject of "Imperial Agriculture," which was chosen for debate. The Chinese Minister made a speech full of technical allusions to the practical side of agriculture, the conclusion to which his Excellency came being this: That Imperial agriculture would strengthen the feeling of the Great Britain and her Colonies, and help to knit them still closer together in a great confederation.

British Phoebe.

At no period of our history has the value of our officers and men reached a higher point than during the present campaign. Captain Marchant, Royal Marine Light Infantry, who was left in command of the Naval Brigade with Lord Melbourn's force after the action at Graspan, reported as follows: "It is with deep regret that I have to report the death of Midshipman Huddart, who behaved magnificently, and still advanced after he had been twice wounded, until he was finally struck down, mortally wounded." "A brother naval officer also writes: 'At the bottom of the hill Huddart was hit in the arm, and half-way up he was shot in the leg, but still he pressed on. On reaching the top of the kopje he was shot through the stomach, and fell.'"

The Siberian Railway.

On Dec. 28 the last rails were laid down on the Trans-Baikal section of the Siberian Railway, thus completing for the present the great enterprise begun in 1891, and establishing an uninterrupted steam communication between Western Europe, St. Petersburg, and the extreme eastern limits of the Russian Empire on the Pacific Coast. The length of this last section just finished is 693 miles, from the eastern shores of Lake Baikal going through Chita to Suifu on the river Shilka, a tributary to the Amur. The train is transported across the Baikal Lake on the ice-breaking ferry-boat built by Sir William Armstrong and Co., and from Strensk the river route must be used to arrive at Khabarovsk, whence the Ussuri section of the railway runs on to Vladivostok.

The "New Century" in Germany.

BERLIN, January 1st.
The beginning of the new century, for as such to-day is regarded in Germany, was celebrated by a religious service in the Castle Chapel at a quarter-past eleven yesterday evening. Among those present were the Ambassadors and Foreign Ministers, the Military Attaches, Prince Hohenlohe, the Plenipotentiaries of the Federal Council, the Princes residing here, the Knights of the Black Eagle, the principal Generals and Admirals, the Commanders of the Guard and the Imperial Body Guards, a number, and the Office-Bearers of the Reichstag and Prussian Diet.

At the conclusion of the service a reception was held in the White Hall of the castle, at which the Emperor received the congratulations of the members of the Court and high State functionaries. The first to defile before their Majesties were the wives of the Ambassadors, who were followed by Prince Hohenlohe, Count von Bulow, Count Lanza, the Italian Ambassador, Herr von Sroeggeny, the Austrian Ambassador, and the other ladies and gentlemen. The Emperor and Empress shook hands and addressed a few gracious words to many of those who offered their congratulations. A selection of music was played during the reception.

The Livingstone Exhibition.

The Livingstone Exhibition was opened on 1st January at St. Martin's Town Hall Charing Cross. This exhibition, which has been organized by Dr. C. F. Harford-Battersby, of the Livingstone College, Stroud, is practically a traveller's college exhibition. It puts before travellers and residents in equatorial countries specimens of appropriate articles of outfit, likely to help in the preservation of health, of which may be needed for the treatment of accident and disease. The exhibition, which is appropriately named after the great African missionary and explorer, David Livingstone, has the cordial support of Her Majesty's Government and the Royal Geographical Society, and is under the patronage of the Princess Christian. It will remain open some days and no one interested in the welfare of the tropical possessions of Great Britain should miss seeing it.

The fan collection of Livingstone's relics will, perhaps, most attract the ordinary visitor, but in view of the war in South Africa, where the conditions of life are at least semi-tropical, Section I, devoted to tents and camp equipment, is sure to receive a good deal of attention. Here will be found tents, canteens, and camp

furniture of all kinds, while other sections are devoted to food, clothing, &c. The Livingstone relics shown include the Doctor's journal, an original manuscript map, a lock of hair, and a Bible.

The formal ceremony of opening took place at three o'clock in the afternoon, when Sir George Goldie, President of the Exhibition, made a short speech.

Colonel Sir Howard Vincent Invalided.

Colonel Sir Howard Vincent, M.P., who was selected to command the City of London Infantry Division of the Imperial Volunteers, has failed to pass the medical examination. Telegraphing to the Parliamentary secretary for his division, he says: "Have to bear grievous disappointment of medical rejection for active service, while thinking was fairly well." The proposed send-off to the meeting is therefore abandoned. Sir Howard was the very man to command the City of London Volunteers, for he combined experience of the regular service with a close and consistent devotion to the Volunteer system. It is announced that Sir Howard still intends to go in a private capacity to the front, where his services will, no doubt, be gladly accepted. Sir Howard Vincent is one of the comparatively few Volunteer C.O.'s who have had a regular military training and experience. He is the author of a useful work on "Elementary Military Geography." Colonel the Earl of Albemarle, commanding the Civil Service Volunteers, has been appointed to command the Infantry portion of the contingent, and Colonel Cholmondeley, of the London Rifle Brigade, the mounted men.

The P. and O. Company.

The managing directors of the Peninsular and Oriental Steam Navigation Company have issued the following circular:—To those exporters of manufactured goods shipped from the United Kingdom or Antwerp to the Straits Settlements, Hongkong, China, and Japan, from Jan. 1 to June 30, 1900, may find it to their interest to confine their shipments during the whole twelve months to the said vessels, we will allow a further 5 per cent on freight contributed up to June 30, 1900, and to per cent on those from that date to Dec. 31, 1900. Until further notice, shipments made by the O.S.S., M.F.M., N.D.L., Glen, Shire, and Ben Mutual Companies to the Straits, Hongkong, China, and Japan; by the Nippon Yusen Kaisha to the Straits, Hongkong, and Japan; by the Hamburg-American Line to Japan by the Hamburg-American Line; shipments from Antwerp by the East Asiatic Line of Copenhagen and the Hapag-Lloyd American Line; and by the Compagnie Transatlantique (Larvina and Co., agents), of general cargo to the Straits Settlements, will not invalidate claims for the above. Shipments by mail line, under the auspices of the Belgian Government, would not invalidate claims to above rebates. Exporters applying for returns, which will be payable at this office on and after the said June 30 and Dec. 31, respectively, will have to fill up and sign a form.

The New Year.

Some extraordinary scenes were witnessed on 31st December, at St. Paul's churchyard, where a large, crowded congregation, gathered in the cathedral in order to herald the birth of a new year. Last year, in consequence of the "boisterous" proceedings which attended the gathering, the Dean and Chapter decided to have the approaches to the cathedral fenced off, and in following this precedent on the 31st ult. they adopted a wise course, for the rowdy element entered largely. Long before eleven o'clock the crowd began to assemble, and shortly after that hour all traffic which proceeds by way of the churchyard was diverted. About half-an-hour before midnight the churchyard was completely packed, and a few minutes later the crowd extended half-way down to Ludgate-circus in one direction, and towards Cheapside in the other. The latest music-hall songs were rendered by small knots of enthusiasts, whilst others, remembering the present year, cheered for the "Soldiers of Queen" and the leading figures in the present campaign. At about five minutes to twelve the crowd became conscious that the hour of midnight was approaching, and when the warning chime sounded there was a hush, and in the silence the clock bell began to toll. The crowd listened intently to the chime, and as it died away they sang with great heartiness "Auld Lang Syne" and the National Anthem. These finished, they began immediately to disperse, but it was some time before the streets were cleared. Watch night services were very generally held in the churches and chapels throughout the metropolis. Many of the Low Church or Evangelical clergy, however, content themselves with the usual Sunday evening services, but in parishes where the populations were dense and the clergy High Church midnight services were the rule.

SHIPPING REPORTS.

Captain C. H. Rensch, of the steamship *Car-marshshire*, from San Diego, reports:—Very stormy passage.

NOTANDA.

CALENDAR.

FEBRUARY.
Meteorological means based on fifteen years' observations to 1898.
Barometer 30.14
Thermometer 57.3
Humidity 79.9
Rainfall 1.76

TO-DAY.

WEATHER REPORT.
On date at 4 p.m. On date at 4 p.m.
Barometer 30.45 30.34
Temperature 46 48
Humidity 34 25
Rainfall — —

TO-DAY.

Monday, 5th February, 1900.
Chinese—6th of 1st moon of 26th year of Kuang-shi.
Sun—Rising 6hr. 40min.
Set 5hr. 45min.
High water—Morning 1hr. 33min.
Afternoon 1hr. 40min.
Low water—Morning 6hr. 55min.
Afternoon 8hr. 55min.

ANNIVERSARIES.

1783—Order of St. Patrick instituted.
1805—The Spanish brig *Nevea Espana* taken by pirates near Lantau.
1874—End of Ashantee War.
1877—Kioto railway opened by the Mikado of Japan.
1880—The Hongkong Government petitioned by the Chinese to make the Japanese yen a legal tender.
1889—Riot at Chinkiang.

TO-MORROW.

Sunday, 6th February, 1900.
Chinese—7th of 1st moon of 26th year of Kuang-shi.
Sun—Rising 6hr. 40min.
Set 5hr. 45min.
High water—Morning 1hr. 33min.
Afternoon 1hr. 40min.
Low water—Morning 6hr. 55min.
Afternoon 8hr. 55min.

ANNIVERSARIES.

1685—Death of Charles II.
1792—Battle of Seringapatam.
1838—Sir Henry Irving born.
1840—The Spanish Envoy Halcon arrived at Macao to demand satisfaction from the Chinese for the burning of the Spanish brig *Ribaino*.
1896—Residents appointed to the Federated Malay States.
1897—Persons on relief in India numbered 2,467,000.

AGENDA.

TO-DAY.
H.K.V.C. ORDERS.
5.30 p.m.—'E' Co., Electric Light run Launch leaves S.M. Pier for Stonecutters.
8.30 p.m.—Meeting of the Jubilee Lodge of Instruction at Zeland Street.

TO-MORROW.
Ocean Steamship Co.'s steamer *Menhau* leaves for London.
Noon—Eleventh Ordinary meeting of the Kowloon Land and Building Co. Ltd. at their offices, Victoria Buildings.
Cargo ex *Bracner* subject to rent.
H.K.V.C. ORDERS.
5.30 p.m.—F. B. Gun Drill at Head Quarters.
5.30 p.m.—Signalling class.
5.30 p.m.—'A' 'B' and 'C' Co's Gun Drill at Head Quarters.
4 p.m.—5.30—Revolvers practice for Staff Sergeants.
4.30 p.m.—Range Finding Class.

WEDNESDAY, 7th.
Noon—Ninth Annual Meeting of the Hongkong Ice Co. Ltd. at Messrs. Jardine, Matheson & Co.'s offices.
4.30 Football—H. K. F. C. (A) v. Sergeants of R. W. F.
Cargo ex steamer *Chusan* subject to rent.
Cargo ex steamer *Tenkal* subject to rent.
H.K.V.C. ORDERS.
5.30 p.m.—Company Drill for recruits of all units.

THURSDAY, 8th.
Noon—Extraordinary meeting of the China Provident Loan and Mortgage Co. Ltd. at Messrs. Shevan, Tomes & Co.'s offices.
H.K.V.C. ORDERS.
5.30 p.m.—Trumpeter's class.
4.30 p.m.—Range Finding class.
5.30 p.m.—'B' 'C' Co's Gun Drill at Kowloon Dock.
5.30 p.m.—'A' 'B' and 'C' Co's Gun Drill at East Point.
3 p.m.—'E' Co's Electricians, Electric Light run at Lyemum Launch leaves S. M. Pier returning at 6 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (*Gaelic*) to-morrow.
German (*Sachsen*) to-morrow.
German (*Bayern*) 7th inst.
Austrian (*Austrian*) 12th inst.
American (*Hongkong Maru*) 12th inst.
American (*Algon*) 20th inst.
Canadian (*Empress of Japan*) 23rd inst.
American (*China*) 24th inst.
American (*Doric*) 1st prox.

The Austrian Lloyd's steamer *Trieste* left Kobe for this port last Friday night.

The O. & O. steamer *Calchas*, left Singapore on 4th inst., and is due here on 9th inst.

The steamer *Galle* with mails &c., left Shanghai for this port yesterday, at 11 a.m.

Northern Pacific Steamship Co.'s steamer *Sikh* arrived at Yokohama and sails for Hongkong on the 6th inst.

The steamer *Fuma Luyken*, from Hamburg, left Singapore for this port on the 4th inst., and may be expected here on or about the 10th inst.

The 1. G. M. steamer *Sachsen* has left Shanghai on Sunday the 4th inst., and may be expected here on or about Tuesday evening the 6th inst.

The Canadian Pacific Railway Co.'s A.M.S. *Empress of Japan* left Vancouver on Friday 2nd February 1900 for Hongkong via usual ports of call.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cadix at Kowloon Dock.
Isle de Luzon " "
Kwaiyang " "
U.S.S. Monadnock " "
stormy passage.
U.S.S. Iris " "
Empress of India " "
Wongkol " "
Hongkong " "
Trafalgar " "
D. Juan d'Austria Cosmopolitan
Manuair " "
Daphne " "
Victoria " "

PASSED THE CANAL.
Outward—30th December *St. Jerome*, *Indus*, *Dart*, *Lochaber*, *Lynx*, *Olybion*, and January—*Emma Lykin*, *Olenburg*, *Sanki Maru*, *St. Andrews*, 5th January—*Laos*, *Tenkal*, *Eraserog*, *Ferdinana*, *Dunburgh*, *Orman*, 9th January—*Glen-turret*, *Tuskar*, 12th January—*Calchas*, *Sado Maru*, 16th January—*Bayern*, *Nürnberg*, 19th January—*Elisavald*, *Candia*, *Copack*, *Sydney*, *Andanlica*, 23rd January—*Orestes*, 26th January—*Jetta*, *Tonkin*, *Susunia*, *Windsor*, 30th January—*Oakbranch*, *Socotra*.

Homeward—12th Jan.—*Andalusia*, *Savonia*, 16th January—*Yarra*, *Suevia*, 19th January—*Japan*, 23rd January—*Kenmore*, *Melpomene*, *Elizabeth*, *Richers*, *Patricius*, 30th January—*Tantalus*, *Henarick*, *Oceanian*, *Avon Maru*, *Rugby*, *Eikale*, *Kornloff*, *St. Kilda*, *Shilgari*.

Shipping.

Arrivals.
JACOB DIEDERICHSEN, German steamer, 625, J. F. Bruth, 3rd Feb., Takow 1st Feb. Ballast—Jensen & Co.
PEIYANG, German steamer, 953, R. Kahler, 4th Feb., Saigon 30th Jan., Rice.—A. R. Marry.

TETARTOS, German steamer, 1,578, T. Desler, 4th Feb., Saigon 30th Jan., Rice.—Siemens & Co.

THALES, British steamer, 879, W. Passmore, 4th Feb., Taiwan 27th Jan., Amoy 29th, and Swatow 3rd Feb., General.—Douglas, Laprak & Co.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the China Provident Loan and Mortgage Co., Limited, will be held at the Office of the Company, No. 9, Praya Central, on THURSDAY, the 8th day of February, 1900, at NOON, when the SUBJOINED RESOLUTIONS which were passed at an Extraordinary General Meeting of the Company held on the 23rd of January, 1899, will be submitted for Confirmation.

RESOLUTIONS.

1. "That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 New Shares of \$20 each."
2. "That the Commission of the General Managers be reduced to 5 per cent. and that the figure '8' in the Sixth paragraph of Article XI of the Articles of Association of the Company be struck out and the figure '5' substituted therefor."

SHEWAN, TOMES & CO., General Managers.

Hongkong, 27th January, 1900. [121b]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation, will be held at the City Hall, Hongkong, on SATURDAY, the 17th day of February, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1899.

By order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, 24th January, 1900. [105b]

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 26th February, 1900, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 26th February, both days inclusive.

By order of the Board of Directors, T. J. ROSE, Secretary.

Hongkong, 30th January, 1900. [127b]

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the Offices of the Company, Pender's Street, on THURSDAY, the 1st day of March, 1900, at 12 o'clock (NOON), to receive a Statement of Accounts to 31st December, 1899, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th February to the 1st March, both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong Fire Insurance Co., Limited.

Hongkong, 30th January, 1900. [129b]

Entertainment.

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

WILL GIVE FIVE PERFORMANCES OF THE YEOMEN OF THE GUARD, OR THE MERRYMAN AND HIS MAID.

W. S. GILBERT & ARTHUR SULLIVAN, ON

MONDAY, 12th February.

THURSDAY, 15th

SATURDAY, 17th

SATURDAY, 24th

MONDAY, 26th

Commencing each Evening at 9 P.M. precisely.

Press Circle and Stalls \$3

Ditt 1

Half-price to the Pit for Soldiers, Sailors, and Police in Uniform.

TICKETS can be obtained at the Booking Office of the Theatre, CITY HALL, on and after MONDAY, the 5th February, at 10 A.M.

The BOOKING OFFICE will be OPEN Daily from that Date from 10 A.M. to 4 P.M., except on Race Days, when it will be Open from 10 A.M. to 12 NOON.

Late Trams will run 1/2 hour after the fall of the curtain.

H. C. NICOLLE, Acting Manager.

Hongkong, 29th January, 1900. [122b]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT

FOR MARSEILLES, PLYMOUTH AND LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS.

Tons.

Shanghai.

Hongkong.

S'pore.

Parramatta, 4886 Mar. 27 Mar. 31 April 6

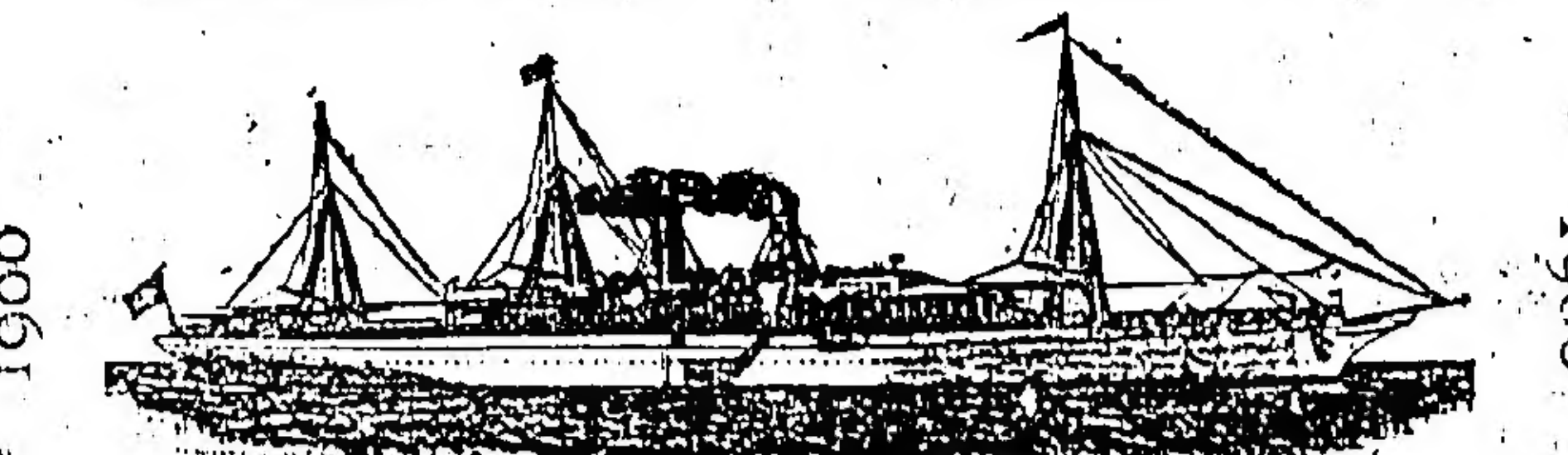
Massilia, 5026 April 10 April 14 April 20

For Freight or Passage, apply to H. A. RITCHIE, Superintendent, Hongkong.

4th December, 1899. [23]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 14th February.

EMPEROR OF JAPAN, Comdr. Gen. A. Lee, R.N.R., WEDNESDAY, 14th March.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 4th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and usually make the voyage VANCOUVER TO YOKOHAMA in 12 DAYS.

The connection with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 17th January, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenage, 3,750 [R. D. Jones] Feb. 10.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aberdeen, 3,777 [J. Murray] Feb. 13.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. Doctor and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE will proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 30th January, 1900. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON TOMEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carnarvonshire, 2,929 about Feb. 10

Belgian King, 3,379 about Feb. 21

Thyra, 3,406 about Mar. 6

Lody Jolly, 3,406 about Mar. 31

THE Steamship

"CARNARVONSHIRE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA AND HONOLULU, on or about SATURDAY, the 10th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 22nd January, 1900. [28]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL," Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed to Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

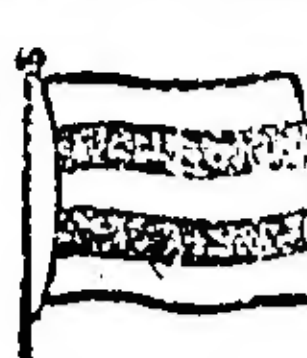
For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 3rd February, 1900. [5]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

YAMAGUCHI MARU, { KOBE (DIRECT) THURSDAY, 8th Feb., at 4 P.M.

Hitachi Maru, { MARSEILLES, LONDON & ANT- FRIDAY, 9th Feb., at

R. C. Tod, { WERU, via SINGAPORE, PENANG, Daylight

*IDZUMI MARU, { VICTORIA, B.C. and SEATTLE, MONDAY, 12th Feb., at

M. J. Chino, { U.S.A., via SHANGHAI (WOOSUNG), 4 P.M.

WAKASA MARU, { MARSEILLES, LONDON & ANT- FRIDAY, 23rd Feb., at

J. B. MacMillan, { WERU, via SINGAPORE, PENANG, Daylight

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIFARA, Manager.

Hongkong, 5th February, 1900. [6]

NORDDEUTSCHER LLOYD.

(Freight Service.)

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

HOLSATIA, { HAVRE and HAMBURG VIA COLON, About 11th Feb., Freight.

Baltic, { (LONDON with transshipment in HAMBURG) About 18th Feb., Freight and

*BABELSBERG, { HAVRE and HAMBURG, February, Passage.

Plaf, { (LONDON with transshipment in HAMBURG) About 4th March, Freight.

ALEXIA, { BORDEAUX, HAVRE & HAMBURG, March, Freight.

Knuth, { (LONDON with transshipment in HAMBURG) About 16th March, Freight and

*SAVOIA, { HAVRE and HAMBURG, March, Passage.

ASTORIA, { (LONDON with transshipment in HAMBURG) About 22nd March, Freight.

Jager, { NEW YORK, (via SUEZ CANAL) March, Freight.

Hildebrandt, { (via SUEZ CANAL) March, Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU, { (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Feb., at Noon.

NIPPON MARU, { (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th March, at Noon.

AMERICA MARU, { (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 14th April, at Noon.

THE Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 22nd February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th January, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Alcoa (via Moji, Kobe, Thursday, 1st March, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 3rd March, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th March, at Noon.

(* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA," will be despatched for SAN FRANCISCO, VIA MOJI, KOBE and YOKOHAMA on or about THURSDAY, the 1st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 18th January, 1900. [1]

For Sale.

FOR SALE.

PARTIALLY DECKED CENTRE BOARD YACHT *GEISHA*. Length over all 20' 6". Water Line 17' 3". Beam 5'. All Lead Ballast. At present in cruising order. For Particulars, apply to "X."

c/o This Office.

Hongkong, 26th January, 1900. [116b]

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BRAEMAR" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before Noon, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th February, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th February, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th February, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 30th January, 1900. [128b]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 7th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in

Miyako, and class, 1,800 tons 34 guns, 5,000 h.p.

Tsukushi, 3rd class, 1380 tons, 12 guns,
2,887 h.p., at Kure.

Sloops and Corvettes.

Musashi, 1,390 tons, 10 guns, 1,600 h.p., at
Yokosuka.

Katsuragi, 1,480 tons, 10 guns, 1,600 h.p., at
Sasebo.

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at
Chemulpo.

Tenryu, 1,550 tons, 10 guns, 1,165 h.p., at Fusan.

Kaimon, 1,560 tons, 10 guns, 1,125 h.p., at
Sasebo.

Amegata, 1,030 tons, 13 guns, 720 h.p., Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Sasebo.
Atagi, 620 tons, 10 guns, 700 h.p., at Kobe.
Atago, 620 tons, 10 guns, 700 h.p., at Kure.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Chikaki, 620 tons, 10 guns, 700 h.p., at Taku.
Soko, 572 tons, 4 guns, 400 h.p., at Sasebo.
Iwaki, 600 tons, 8 guns, 400 h.p., at Yokosuka.
Chinto, 490 tons, 5 guns, 472 h.p.
Chinsei, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chau, 500 tons, 9 guns, 455 h.p.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes
5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.
Shinonome, 279 tons, at Kure.
Yugiri, 279 tons, at Takeshiki.
Shiranushi, 279 tons, at Kobe.

Ikadashi, torpedo-boat destroyer, 331 tons
Comdr. I. Ishida, at Yokosuka.

Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Shirami, torpedo-boat, 278 tons, Comdr.
 Kosonaka, at Japan.
Akebono, torpedo-boat destroyer, 310 tons
 Lieut. Comdr. H. Kawase, Japan.
 14 boats (Crescent), 56 tons; 2 torpedo-tubes
 525 h.p.
 7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525
 h.p.
 1 boat (Normandy), 75 tons, 3 torpedo-tubes

1 boat (Schichan), 75 tons, 3 torpedo-tubes
1,300 h.p.
2 boats (Schichan), 90 tons, 3 torpedo-tubes
1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes
620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes
620 h.p.

Miscellaneous.
Tokima, at Yokosuka.

Fuso, at Kure.
Nanika, at Yokosuka.
Rinjo, armored cruiser, 2,550 tons, 10 guns
 800 h.p.
 (used as gunnery training ship.)
Kanjin, sailing-ship, 877 tons, 6 guns.
 (used as training ship.)
Manjin, sailing-ship, 877 tons, 6 guns.
 (used as training ship.)
Tsukuba, wooden screw steamer, 1,480 tons.

10 guns, 520 h.p., at Edajima.
(used as training ship.)
Asama, sailing corvette, 1,120 tons, 12 guns, 6
Yokosuka.
(used as a hulk.)
Fingei wooden paddle steamer, 1,465 tons,
small guns.
(used as torpedo training ship.)

**RIVER STEAMERS, SCHOONERS,
AND LORCHAS.**

Fatshan, British steamer, 1,425, J. Dick-
Hongkong, Canton, and Macao Steam-
Co.
Ho-nam, British steamer, 1,377, H. D. Jones
—Hongkong, Canton, & Macao Steam-
Co.
Pearl, British steamer, 1,824, A. N. Patrick.

Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-tung, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.
Tai-on, British steamer, 728, Goblouski,—Tong On Steamship Co.
Pak Kong, British steamer,—Kwang Wun S.S. Co.

Kong Nam, British steamer,—Chinese Owned.
Hongkong and Macao.
Huingshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.
Macao and Canton.
Lungshan, British steamer, 141, Morrison,—

Hongkong, Canton and Macao Steamboat Co.
Kianglung, Chinese steamer, 583, Holmes & Narver, Ltd.,
China Merchant Steam Navigation Co.
Canton and West River.
Lungking, British steamer, 141, J. J. Lossius & Co.,
—Hongkong, Canton and Macao Steamboat Co.
Citral, Malacca, Chinese steamer, 40—A

Yon.
Sun Chow, Chinese steamer.—Ah Yon.
 Hongkong and West River.
Saikong, British steamer, 259, Kwong Wan
 Steamship Co.
Cheung-Kong, Y. Kun, 58,—Kwong-Wan S.
 Co.
Ull, American lorch.

Wuchow, British steamer, R. D. Thomas—
Hongkong, Canton and Macao Steamboat
Co., J. M. & Co. and B. & S.
Sanerkus, British steamer, Dixon,—Hongkong,
Canton and Macao Steamboat Co., J. M.
Co. and B. & S.

Lorchas and Schooners.

Kulsing, Lorchas, 160, Reynolds, Hongkong &
Canton,—Hung Kum Sing.

Post Office.
A Mail will close:—
For Singapore—Per *Mendana* to-morrow
the 6th instant, at 11 A.M.
For Manila—Per *Diamante* to-morrow, the
6th instant, at 4 P.M.

For Europe, &c., India, via Tuticorin—Per *Sachsen* on Thursday, the 8th inst, at 11 A.M.
For Kobe—Per *Kainakuri Maru* on Thursday, the 8th inst, at 3 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama

Honolulu and San Francisco—Per *Galleon*, on
 Tuesday, the 13th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama and
 Victoria, B.C. and Vancouver—Per *Empress* and
 India on Wednesday, the 14th inst., at 11 A.M.
 For Europe, &c. India via Tatticon—Per
 Bengal on Saturday, the 17th inst., at 11 A.M.

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st | Road Central in the City of Victoria, Hong
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